





## Intimations.

## PIANO TUNING.

MR. A. HAHN, PRACTICAL PIANO MANUFACTURER, REPAIRER, and TUNER, begs leave to inform the Community of Hongkong of his arrival at this Port on a visit, and that he is now prepared to TUNE and REPAIR PIANOS, HARMONIUMS, Etc., at Moderate charges, during his short stay.

Orders left in care of Messrs LANE, CRAWFORD & Co. or Messrs CHAS. J. GAUFF & Co., will meet with prompt attention.

Hongkong, May 23, 1877.

**A THOROUGH CORRESPONDENT and ARITHMETICIAN Desires an ENGAGEMENT.**

"Activity" care of this Office.

Hongkong, May 24, 1877.

## NOW READY.

**A CHINESE DICTIONARY IN THE CANTONESE DIALECT.** Part I. A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: TWO DOLLARS AND A HALF. To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

## To-day's Advertisements.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANIS," Captain REYNIER, will be despatched for YOKOHAMA on THURSDAY, the 31st inst., at 10 a.m.

H. DU POUY, Agent.

Hongkong, May 30, 1877.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZONE," Comd. MONTMART, will be despatched for SHANGHAI on THURSDAY, the 31st May, at 5 p.m.

H. DU POUY, Agent.

Hongkong, May 30, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. AMAZONE.

## NOTICE.

CONSIGNEES of Cargo per S. S. Indus, from London, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Goods remaining unclaimed after Monday, the 4th June, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY, Agent.

Hongkong, May 30, 1877.

## Occidental &amp; Oriental Steam-Ship Company.

## TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

## IN CONNECTION WITH THE CENTRAL

## and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

## AND ATLANTIC STEAMERS.

## THE S. S. "BELGIO" will be despatched for San Francisco via Yokohama, on the 31st inst., at 3 p.m.

## Connection is made at Yokohama, with Steamers from Shanghai.

## Freight will be received on Board until 4 p.m. of the 31st inst.

## Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

## Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

## For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

## G. H. EMORY, Agent.

## Hongkong, May 30, 1877.

## GENERAL WEEKLY SALE.

## LANE, CRAWFORD &amp; Co. will sell by Public Auction, in their Sale Room, Praya Central, on

## FRIDAY,

## the 1st June, 1877, at Noon, in

## FANCY PERFUMERY in

## Fancy Bottles, Fancy Toilet Soaps, Brass

## Candlesticks, Watch Glasses, Tea Sets,

## Penknives, Scissors, Dolls, Dram Bottles,

## Paraffin Matches, Cash Boxes, Condensed

## Milk, Cheese, Vermicelli.

## Also,

## Fireproof Iron Safes, 24 inch to 36 inch,

## Manilla Rope.

## Cut Nails, 14 inch to 2 1/2 inch,

## White Lead, and Black Paint.

## 80 cases Board &amp; Son's Old Tom,

## 8 dozen Bottles Quina Latouche,

## 40 boxes Paté Zed.

## TERMS OF SALE.—Cash before delivery

## in Mexican Dollars, weighed at 7.1.7.

## The Lot or Lots, with all faults and errors

## of description, at purchaser's risk on the

## fall of the hammer.

## Hongkong, May 30, 1877.

## To-day's Advertisements.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROBINA, American 3-m. schooner, Capt. O. W. Hansen.—Arnhold, Karberg & Co.

ROBERTA, Monnet, American barque, Captain Brown.—Vogel, Hagedorn & Co.

TULLOCHGORM, British 3 m. schooner, Captain Mason.—Widder & Co.

HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.

VERZA, German barque, Captain R. Dirks.—Melchers & Co.

HANNAH & MARY, British barque, Capt. A. Smith.—Order.

FORMOSA, German barque, Captain Schweer.—Melchers & Co.

## SHIPPING.

## ARRIVALS.

May 29, *Amazon*, French steamer, 2650, Mortemard, Marseilles April 22, Naples 24, Port Said 28, Suez 30, Aden May 1, Oalle 16, Singapore 22, and Saigon 26, Mails and General.—Messageries MARITIMES.

May 29, *Emma*, German barque, from Wharpoa.

May 29, *Formosa*, British barque, 915, Hyland, Newcastle (N.S.W.) March 22, Coal.—ARNHOLD, KARBERG & Co.

May 29, 7 p.m., *Ferona*, German steamer, 1086, H. Schlutz, Saigon May 25 (3 p.m.), Rice.—Wm. PUSTAU & Co.

May 30, *Priam*, British steamer, 1572, S. H. Butler, Liverpool April 6, via ports of call, and Singapore May 23, General.—BUTTERFIELD & SWIRE.

May 30, *Gwalior*, British steamer, 1710, J. C. Babot, Shanghai May 27, Mails and General.—P. & O. S. N. Co.

## DEPARTURES.

## None.

## CLEARED.

T. L. Sweet, for Hilo.

Albert Russell, for New York.

Emma, for Newchwang.

E. von Beutler, for Newchwang.

Anna, for Foochow.

## PASSENGERS.

## ARRIVED.

Per *Amazon*, from Hongkong: from Marseilles, Messrs. Inverarity, Lewis, and Maitell; from Galle, Mr. Edward Edgar; from Singapore, Messrs. J. W. Beucholtz, and Lee Teck Goo, son and servant; from Saigon, Mr. and Mrs. Nicolopoulos, and 3 Chinese. For Shanghai: from Marseilles, Mr. Rugg, Mr. and Mrs. Drysdale, Messrs. Gray, Walker, and Lamande. For Yokohama: from Marseilles, Mr. Blanc.

Per *Priam*, from Singapore, &c., Major General Sir Francis Colbourne, and Aide-de-Camp, and Surgeon General Gilborne, 2 Europeans, and 600 Chinese.

Per *Gwalior*, from Shanghai: for Southampton, Miss Cowie, and Mr. W. P. Andrew; for Hongkong, Messrs. D. B. Tata, J. T. Thorne, R. Coulthard, and 31 Chinese.

Per *Ferona*, from Saigon, 60 Chinese.

## SHIPPING REPORTS.

The French steamer *Amazon* and German steamer *Ferona* reports: Strong N.E. winds and heavy sea greater part of passage.

The British steamer *Priam* reports: Fine weather and S.W. monsoon to Sapatu changeable weather from thence up strong gales from N.E. latterly.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Southerly winds to the 1st 13 S, and thence to 6 S: variable winds. Thence light winds and calms with heavy rain to 5 N. Got moderate to light N.E. trades wind from 6 to 20 N., then South-westerly winds for eight days, which on the 24th May had increased to a heavy gale from West, and from that time had light E.N.E. winds.

The British barque *Formosa* reports: Left Newcastle with Northerly winds, which we retained until the 1st April, had Sou



engaged in the coasting trade. The question raised was whether there had been a constructive total loss, and at the hearing of the cause judgment passed for the defendant. Application was now made on behalf of the plaintiff for a new trial, which was granted.

The steel ship, *Iris*, which was launched at Pembroke last week, is the first of a new type of vessel to be added to the British navy. Like her sister, *Mercury*, also building at Pembroke-yard, the *Iris* is a swift and powerful despatch boat, armed it is true with ten 64-pounder guns, but still a war vessel which will trust rather to its speed than its fighting qualities. It is an unarmoured vessel, but nevertheless stoutly constructed of steel, of which metal there is at the present moment a complete stockpile. Though not carrying more than 3,735 tons, the *Iris* carries engines more powerful than other vessels of her size, the indicated strength of her engines being no less than 7,000 horses, which will, it is anticipated, carry her through the water at a speed of eighteen knots, or twenty miles an hour. This high rate of sailing is to be secured by a special arrangement of her twin screws, so that it is very possible that she may outstrip even the swift torpedo launches of which we have heard lately. The *Iris* and *Mercury* will be attached to our fleets, or ply between Great Britain and her foreign stations, and at a pinch may be converted into troopships, to carry succour to the colonies. Besides these two steel ships there are six corvettes also building of the same metal, vessels smaller than the *Iris*, but armed more heavily. These corvettes, which are to be based in wood, are all building on the Clyde, at Messrs Elder's yards at Glasgow. Besides carrying a dozen or sixteen guns, these vessels will be provided with a pair of seven-inch revolving guns, competent to pierce most ironclads afloat, while at the same time the corvettes will be so light and swiftness as to be capable of at once sheering off from any armoured adversary whenever they may think proper. They will all carry powerful engines, and thus constitute a class of swift cruisers, at once useful for defending our coasts and for service upon the high seas.

Despatches respecting the removal from the British navy of Captain Hobart, and his subsequent reinstatement, have been laid before Parliament. The despatches are fifty-one in number, and range in date from December 26, 1867, to January 25, 1875. The removal took place in 1868 in consequence of Captain Hobart having entered the Turkish service without the permission of the Admiralty. Captain Hobart asked to be reinstated, but his request was refused, Lord Clarendon considering that the reinstatement was not in any way required by the public interests. Correspondence on the subject ceased from May 1869, until October 1874. On the 14th of the latter month, Captain Hobart, or Admiral Hobart, wrote to Lord Derby, asking that his name might be restored to the Navy List, on the ground that the interpretation put on his removal paralysed his efforts, and placed him under a ban of disgrace. To this request Lord Derby acceded on Nov. 3, 1874, it being his opinion that the "reinstatement" of Admiral Hobart would be of material advantage in supporting him in the position which he occupies at the Porte, and might properly be accorded as a matter of Imperial policy without affording a precedent detrimental to the discipline of the service.

Hamburg, April 17th.—In consequence of the prevailing easterly winds the arrivals have been scarce, but departures were numerous, and our harbour at present does not represent a great number of vessels. The business between here and the Far East seems slowly to be recovering; cargoes, although only to be had at low rates, are less scarce, and there is all appearance of a middling but steady business. The barques *Adolph*, *Horn*, and *Vega*, Northwick, both for Hongkong, have left with full cargoes (both being chartered at a lump sum); the *Galathea*, s.s., Bohne (German Steamship Company), has also left for her usual route, being a full ship. The *Bellona*, s.s., Ahrens, has arrived from China via Amsterdam. The *Woodville*, Nelson, *Meteor*, Dinckelberg, and *Marso Polo*, Zaeger, have taken the berth for Hongkong; the *Adolph*, Hupfer, for Shanghai; and *Gerhardine*, Hansen, for Singapore. The *Polona*, s.s., is advertised to leave on the 3rd April for China; the *Anna*, Moennich, for Singapore; *Luo*, Mahn, for Bangkok; and *Vesta*, Schomer, for Manila, are still loading. It is a long time since our harbour contained so many vessels on the berth for the Far East as at present, a proof of the existence of a better business in this direction. The passenger trade to New York, &c., is worse than ever.

#### Police Intelligence.

(Before the Hon. C. May.)  
May 30, 1877.

#### LARDNEY.

Chun-Aping, a coolie, was charged by Mr. J. M. De J. as a clerk at the Aberdeen Dock, with stealing a quantity of Muntz Yellow Metal. He was sent to one month's hard labour.

#### BREACH OF THE BROTHEL ORDINANCE.

Ho Amui, the mistress of a foreign brothel in Cochrane Street, was charged with having committed a breach of the Ordinance in that she admitted a Chinese visitor. Fined \$100 or three months' hard labour, she having been proved to have attempted to bribe Inspector Lee with \$50, in order not to bring the case forward.

#### A SHILLING A DAY.

Low Alum, a stone-cutter, was charged by Chun Ahing, with an assault under the following circumstances. The complainant was cooking some stone-cutters and had cooked, as he alleged, sufficient rice for the men, but the defendant brought two friends, and the rice became insufficient. The defendant then got angry and gave him a black eye. He also struck him with an iron drill and caused several contusions on his head. Fined 10s or 10 days' hard labour.

#### ASSAULT.

James Shi-lid, a boiler-maker, residing at N. 30, Hollywood Road, was summoned by C. Goddard, late an engineer on board the *Huiling*, for an assault. The complainant stated that about two months ago he was discharged from the *Huiling* and had since been lodging at Mr. Wobler's. On the 28th inst. he went with a Mr. Moss, the Chief Officer of the ship *Adela*, to the defendant's house to get his clothes. Defendant had a dispute with Mr. Moss about

some money, when the complainant intervened and asked them not to make a row over a few dollars. The defendant retorted by asking what had that to do with the complainant, and immediately struck a blow on his face with his fist, giving a black eye. He was struck again, and showed several contusions on the head.—The defendant said he was out of employ, but seeing Moss without lodging, he kindly shared his room with him. He pledged his watch in order to buy provisions, and the understanding he had with Mr. Moss was that if he should get employment, he would have to pay. He did get a ship and was going to pay. He had a quarrel in consequence and the complainant interfered. Defendant told him to mind his own business and ordered him to leave the house, but he would not go and defendant had to push him out. He fell and struck against a safe.—The complainant begged the Magistrate to deal mercifully with the defendant as they were friends before. Fined \$2.

#### SUSPICIOUS.

Chin Aza, trader, was charged by Pang Aloi, a Police Constable, with having returned from deportation. He was going into a house of ill-fame when he was apprehended, and shortly afterwards a girl produced a pillow box which belonged to the defendant. In the box the Constable found \$23 in money and a number of things, also several pawn-tickets of Macao representing property to the value of \$100, as well as a number of pawn-tickets of Hongkong representing the value of \$210. The prisoner was an old convict and had been deported. Remanded till the 4th June next.

#### OUTTING TREES.

Lo Ahoi, a gardener, was charged with felling down a fir tree near the ground of Mr. Sassoon's at Pokfulam. The defendant said he was an under-gardener to Mr. Sassoon, and the tree he cut was within his master's grounds. Remanded till the 31st instant, for precise locality to be ascertained. Bail in \$5.

#### TRAFFIC IN WOMEN.

Wong Atai, a married woman, living in the "fashionable" quarters of Graham Street, was arrested on a warrant for having bought two young women for the purpose of prostitution. The complainants, who were aged respectively 16 and 17 years, had run away from the house and got into the hands of Inspector Craddock. They swore to an information before the Magistrate, upon which a warrant was granted for the arrest of the defendant. The girls charged her with having frequently ill-used them and forced them to become prostitutes. It was because they refused and because they could not stand the ill-treatment, they ran away from the house. Remanded till to-morrow.

#### CORRESPONDENCE.

##### MORE CHOPPING.

To the Editor of the "CHINA MAIL."

Hongkong, May 30, 1877.

Sir,—In the pros. and cons. of the currency question, it seems to me that the debasement of the Mexican dollar, by China, has not been sufficiently touched upon.

What these innocents, who profess inability to adjust the price of their wares unless broken silver by weight is made a legal tender in Hongkong, demand, is that they shall be allowed to take a Mexican dollar weighing say 7.2, remove as much silver from it as will bring down its weight to 4 or 5 or 6 mace as required, see the silver thus removed legalised currency, pay for Silk or Tea with this light counting dollar, re-selling in Canton or Foochow for dollars by weight, and lastly, finding the dollar they have deliberately robbed a portion of its silver, back again in Hongkong a legal tender by weight.

Yours truly,  
GAMMON.

#### ARRIVAL OF THE FRENCH MAIL.

The M. M. Co's steamer *Amazon* Mortemard, commander, with the London mails of 20th April, arrived last night. The telegraphic news, both as to the position assumed by Great Britain and regarding the movements of the opposing armies on the Danube and in Armenia, will be read with interest.

#### TELEGRAMS.

(Straits Times Extra.)

Allahabad, May 1.—The transit of war material to the Frontier has been attracting such attention recently, that it is now announced by authority to be only the accomplishment of a long deferred project of exchanging the Sniders of Frontier Regiments for Martini Henry, and the usual ordnance movements in ordinary routine of Arsenal arrangements.

Calcutta, May 3.—There is no truth in the statement's report that the Government of India wished to locate a British Envoy with troops at Kabul. The project was never even contemplated.

Allahabad, May 3.—The Cashmere frontier is disturbed by supposed Afghan intrigues. Four regiments of the Maharajah's troops have been despatched to Gilgit. Visitors have been recalled from Astor by the Resident. Major Sandeman reports that Quetta and Candahar are quiet. The Chiefs are paying friendly visits. The Pass telegraph is nearly complete. A Company of Sappers and Miners and three European Officers leave Roorkee for Quetta immediately.

Constantinople, May 9.—The Porte has consented to the German protection of Russian subjects in Turkey. Berlin, May 7.—During the visit of the Emperor of Germany to Metz, the Cathedral was partially destroyed by fire.

London, May 7.—A despatch of Lord Derby, answering Prince Gortschakoff's circular despatch justifying the war, repudiates the arguments set forth in it, and declares that the Emperor of Russia therein violates the treaties of 1856 and 1871, separates himself from the European concert, and departs from the role he himself had consented to, since Russia has assumed to act in the interest of England and of the European powers. Lord Derby concludes the despatch by stating that the British Government now declares that the decision arrived at by Russia cannot have its consequences of approval.

Russia has declined to reply to this despatch.

Constantinople, May 8.—Several Turkish frontiers are bombarding the Russian positions on the Danube.

London, May 8.—In the House of Commons last night a scene of indescribable tumult and confusion ensued on Mr. Gladstone's withdrawal of a portion of his resolutions. The speech of Mr. Cross, in answer to Mr. Gladstone, is generally praised. In it, he expressed abhorrence at the Turkish misrule and clearly defined England's Eastern policy, which he said was to protect the Suez Canal, to guard Egypt, and not to permit interference with the freedom of passage of the Dardanelles and Bosphorus, not merely for the sake of England alone, but for the sake of Europe and mankind in general.

London, May 8.—In the House of Commons last night Mr. Gladstone unexpectedly withdrew the most obnoxious portion of his Resolutions. The Marquis of Hartington then accepted the remainder. A debate ensued, during which Mr. Gladstone vigorously attacked the policy of the Government. Sir H. Wolff moved an amendment proposing the rejection of Mr. Gladstone's Resolutions. Mr. Cross declared that Russia was answerable for the rupture of the European concert, and (1) that if the Emperor adhered to his promise not to attack Constantinople, no question as to English interests could arise. The House approved of the adjournment of the debate to Tuesday. Accounts of the fighting between the Russian and Turkish troops are most conflicting. The Czar has arrived at Moscow.

Constantinople, May 8.—The Turkish batteries at Widin are bombarding Kalafat and the Roumanian batteries are replying. The Russian troops are moving towards Gurgo.

Berlin, May 8.—The North German Gazette states that the Prussian War Minister has resolved to increase the German army in Alsace and Lorraine.

Constantinople, May 8.—In the speech made by Prince Charles of Roumania to-day, he complained of the Turkish attacks on Danubian ports, and said that he regarded war between Roumania and Turkey as inevitable. The German and Austro-Hungarian Ambassadors at the Porte are returning to Constantinople.

Florence, May 8.—The Italian Senate has rejected a Ministerial bill dealing with clerical abuses.

Madras, May 8.—The Marquis of Salisbury has written to the Madras Government to check emigration to Ceylon, owing to the scarcity there. The Duke of Buckingham has replied that he cannot do anything, as kangaris with advances are in Madras collecting people. No order has been received at Simla for Indian troops to mobilize in response to English mobilization. The Persian troops are concentrating near Bussorah, threatening Baghdad.

A British gun-boat has gone to Bussorah to watch our interests. No rain; prospects of famine increasingly gloomy.

London, May 9.—The Czar reached St. Petersburg yesterday.

London, May 9.—In the House of Commons last night, the Hon. Mr. Hardy denied the announcement made in the *Times* of the 6th instant, respecting the forces being under order for foreign service. The debate on Mr. Gladstone's resolution was resumed. Mr. Lowe attacked, and the Attorney-General and Lord John Manners defended, the Government. The House approved the adjournment of the debate till to-morrow.

Constantinople, May 9.—Heavy cannonading is going on at different points of the Danube; it is expected that the Russians will shortly attempt to force the passage of the river. The Russians are reconnoitring in Armenia, but no further fighting has occurred.

St. Petersburg, May 9.—An insurrection against Russian rule has broken out in the province of Terek (in Circassia), and reinforcements of Russian troops are being despatched to quell the rising.

London, May 9.—Consols 93½. Bar Silver 54½.

London, May 10.—The Duke of Edinburgh, on board the frigate *Sultan*, has gone to Orbe, and will afterwards proceed to the Suez Canal in her.

London, May 10.—Consols 93½. Bar Silver 54 9-16.

London, May 11.—Turkish accounts state that a serious attempt was made on Wednesday by the Russians to cross the Danube at Reni, near Galatz. A bridge was successfully thrown across the river, when a force of Turkish infantry and artillery, assisted by three gun-boats, attacked the Russians and broke the bridge, and finally defeated them with great loss in killed, wounded and prisoners. In the House of Commons Mr. Bourke replying to a question said he had heard it was intended to close the Suez Canal against the Russian war-vessels, but not against other ships.

London, May 11.—Latest advice state that a reconnoitring party of Cossacks crossed the Danube at Galatz yesterday, when a sanguinary engagement ensued with Bashibazouks, and that the attempts of the Russians to cross the river were yesterday prevented at several points. The Russian Government has established civil Government in the occupied district of Armenia.

Bucharest, May 11.—In to-day's sitting of the Roumanian Chamber of Deputies, a resolution was adopted declaring the ties between Turkey and Roumania severed, and authorizing Government to secure the independence of Roumania.

London, May 12.—In the House of Commons the debate on Mr. Gladstone's resolutions continues. The majority of the Conservatives urge upon Government the observance of strict neutrality. The Liberals are divided, some being favourable to the dismemberment of Turkey, whilst others disagree with Mr. Gladstone.

London, May 12.—The Turkish account that the Russians unsuccessfully attempted to throw a bridge across the Danube at Reni, and were defeated, is entirely unconfirmed. The latest advice state that artillery fighting along the Danube continues, and that the Russian batteries at Ibrahiah have exploded and sunk a Turkish ironclad, with 200 men on board.

Valparaiso, May 12.—The city of Iquique, in Poita, has been destroyed by an earthquake.

St. Petersburg, May 12.—The official despatches from Tiflis state that the Russians have arrived at Dnyad, and that the population all along have welcomed them.

London, May 13.—According to telegraphic advices from Reuter's special correspondent at Erzerum, the difficulty in obtaining supplies is hindering the advance of the Russian army; the centre of which is encamped on the plain below Kara. Ahmed Kuchuk Pacha occupies an impregnable position at Reghalidag.

#### China.

SHANGHAI.

(News.)

The North-western provinces are not the only ones that have been suffering from scarcity during the past winter. The Governor of Hunan reports that the crops showed a deficit of 50 per cent., and some 70,000 refugees congregated and were relieved in the neighbourhood of the provincial capital.

The *Peking Gazette* of the 6th May invents rather a good name for lawyers. They are "professional fomenters of litigation," and one Yang Lien-yao, who received Tls. 80 for drawing up a petition which is declared to contain false statements, is sentenced to transportation into military servitude, to be branded, and to receive 100 blows.

During the past week there seems to have been extraordinary excitement amongst the Chinese connected with the Silk trade, owing to the very alarming reports which they have circulated freely amongst foreigners as to a failure of the growing crop. It is reported that some of the large houses have telegraphed to Europe and America to buy up at the last quoted rates; and no doubt the effect of these messages has been to improve prices at home, but not so deliveries, as yet. Reports from the country are not to be very much relied on, but the following comes from a source which may prove as good as any to be obtained.—Haining, Hangchow and Hsichun districts are giving a very bad result indeed; Nanjing and Shantung are turning out an inferior yield, whilst Hoochow, Linchow and Szechuan are very fair. Kiating is expected to be also fair, but it is too early to give any proper report. On the whole the crop can scarcely be anticipated as likely to be anything but below an average, and the quality is not favourably spoken of. The high prices we quoted yesterday seem only to have been given for small quantities to be used as musters. Up to the present, foreign buyers seem to have received all these alarming rumours with equanimity. Possibly bad trade generally, and no demand for silk, coupled with uncertain and uncomfortable political news, has deadened that spirit of speculation which, in former years we recollect, such reports would undoubtedly have brought about.

It is said that the Chinese Government have negotiated a loan of 25 million taels—at 8 per cent., and 84 exchange—with an English firm. But similar reports have been so often started of late, that we give this one with all reservation.

It is said that the terms of the new loan are as follows:—5 per cent. interest is to be paid from the date of shipment, and 10 per cent. from that of arrival. The rate of exchange is fixed at 56. 8d. The Chinese borrow 2½ millions down, and have the option of taking another 2½ millions on the same terms.—The money is to be applied—Tls. 2,000,000 to the use of the army in the North-west, and Tls. 3,000,000 for the purchase of seed and implements to enable the people of Kansuh to resume tilling the soil, now that the Imperial authority has been re-established.

The *Peking Gazette* of the 9th May gives the numbers of the successful candidates from each province, at the recent metropolitan examinations. This province (Kiangsu) stands at the head of the list, with 26; and is followed closely by its neighbour, Cheh-keang, with 26.—It is worthy of note that the number of candidates who came forward was considerably less than in the previous years.

It is reported that Blue Elephants have been bought, in the interior, at Tls. 490. The report of the Shanghai Gas Company shows a net profit on the year's working of Tls. 26,917, out of which two half-yearly dividends have been paid, amounting to Tls. 18,000.

We hear the *Guadalup* has about 150 tons of new tea on board, brought down by the *Tungting* from Hankow, and that more is expected to arrive, to-day (26th), for shipment by her, from Kiating.

Telegrams from Foochow say the *Glennarn* and the *Deucalion* were likely to leave (with new tea) on the morning of 25th.—Two steamers from Foochow are reported to have passed Whitecap Island on the morning of the 25th—supposed to be the *Glennarn* and *Glennivias*.

We have pleasure in publishing the report of the Shanghai Temperance Society, for the past year. The total receipts have been \$16,256 and the expenditure \$16,085, against some \$4,500 less under each head last year. The figures show that the Society is doing increasingly useful work.

#### HANKOW.

A correspondent writes:—Buying is going on too fast again; and we, here, make the crop worse than last year. But I shall not be surprised if they make it better, in London. It all depends upon the market when the tea arrives.

The *Loudoun Castle*, *Glennivias*, and *Glennarn* are all likely to leave to-morrow, and all nearly together, though the "Castle" being a little farther advanced with her loading than the others, may be able to start a few hours on them.—The *Braemar Castle*, *Tartar*, *Glennarn*, and *Stad Amsterdam* will follow soon.—Teas are coming in from the country very freely, and it is expected the whole of the first crop will be shipped in about three weeks or a month; the Chinese making a very fair profit on their operations. Tung-yang teas were turning out better than expected, and were selling at 35 @ 36.—Exchange—about £100,000 had been done at 5s. 8½d @ 5s. 8½d.

#### The Straits.

(Singapore Daily Times.)

Jewelry, diamonds and pearls, the value of \$100,000, were, the Rajah Mahdi reports, stolen from his house in Strait Street last night. The police are making inquiries into the circumstances of the case, but the thieves have not yet been discovered.

We are informed that a claim of \$2,000 has been made by the Municipality against the Tangong Pagar Dock Company to cover damages done to the three Engines engaged during the great fire at the wharf.

An application has, we are informed, been received by the Secretary of the Raffles Library from a resident in Saigon, asking that the Library privileges should be accorded to the English residents in that Settlement, if possible, as it would be a boon they would much appreciate, the want of English books being much felt in the Colony.

On the 7th May, Messrs Wells and Servais made a second balloon ascent at Batavia. After rising to a height of 13,000 feet, the balloon made but little head-way, and began to descend, owing to something in it getting out of order. Mr. Wells, by throwing out ballast, lessened the rapidity of the descent,

and the anchor of the balloon was caught in a tree near Sukabumi, and the balloon itself fell amongst trees and upon their branches.

Both the accounts, made their way, luckily, with little skins out of the tropical vegetation. The safety valve of the balloon was found to be broken. The place of descent is 12 miles from Weltevreden.

#### GUNBOATS.

Mr. John Bourne has written a pamphlet on "The Past and Future of Ships of War," in which he says that the Chinese have had some gunboats of the *Stanch* class lately built with powerful guns, but with a speed only of nine knots. Such craft would be easily run down by any ordinary steamer of strong construction and good speed, and must prove little better than man-traps to the persons on board. I do not expect that the vessels said to be now proposed by the Italians ever will be built. The cost would be enormous, and after all, the money would be wasted. Gunboats of the *Stanch* class are also now too late. What are they intended to do? A 13-inch gun can no doubt be made to pierce thick armour, but it will not more effectively pierce a vessel devoid of armour than a much smaller gun would do; and such a vessel, with engines below the water-line, if possessed of good speed, would not be prevented from approaching the gunboat by a few shots in the hull. Such shot would do no serious damage to the approaching vessel, which would continue her advance and run the gunboat down. For war purposes such craft as the Chinese gunboats are now obsolete, and are a source of weakness rather than of strength.

#### LAUNCH OF AN IRONCLAD FOR JAPAN.

On April 14, the ironclad man-of-war *Foo-so*, built for the Japanese Government by Messrs Samuda Brothers, from the designs of Mr. E. J. Reed, M.P., was launched at Poplar. Amongst those present were the Japanese Minister, Wooyeno, Kagenori, and suite, and Madame Wooyeno, with Mr. Lane, English Secretary to the Legation, Dr. S. Kinns, and a number of Japanese gentlemen who are residing in England as students; the Chinese Minister, Kuo Ta-Jen, the Assistant-Minister, Lieu Ta-Jen, the Chinese Secretary, and Dr. Macartney, English Secretary to the Legation, &c., and many others.

The ship was christened in the usual way by Madame Wooyeno, who said in Japanese "It gives me great pleasure to name the first Japanese ironclad which has been built in England. This vessel will be remarkable as one of the most formidable of the fleet of His Majesty the Mikado. I hope it will also be remarkable by bringing honour on the flag which it will bear, and credit to those who have designed and to those who have built it. May the great God speed the *Foo-so*." The launch was perfectly successful, and the ship glided into the water amid the hearty cheers of the multitude assembled. She was then towed to Millwall Docks to be fitted by Messrs Penn and Sons, of Greenwich, with twin screw engines of 8,500 indicated horse power.

The vessel, which is named after the celebrated mountain of Japan, is 220 feet in length, 43 feet in breadth, and 31 feet 2 inches in depth; her burthen is 2,348 tons, and her displacement 3,700 tons; her armour is 9 inches and 7 inches on a 12-inch teak backing; her armament will be four 18-ton and two 10-ton steel guns, arranged so as to enable a fire to be maintained over every point of the horizon.

The ship is provided with a ram and a running-in bowsprit. The armament is on the "belt" system; thickness of armouring on the water-line and sides is nine inches, and this is maintained for the whole of the magazine, engine, and boiler spaces. When the ship is fully laden her speed will, it is estimated, be thirteen knots. She will be an efficient coal for a voyage of 4,500 miles, and her canvas (17,000 square feet, barque rigged) will enable her to go entirely without steam. She has iron decks, and is built in thirty-two separate compartments.

The vessel was designed with a view to the greatest reduction of size, and the utmost handiness; consistent with great speed and a capacity to carry heavy armour. The contract was entered into at the end of Sept. 1875, the ship to be completed within twenty-five months. She now has her iron lower masts in, and her lower rigging set out.

The composite corvette *Kongo*, also built for the Japanese Government, was successfully launched on April 17 by Barles Shipbuilding Company at Hull, the Japanese Ambassador and others being present. She is a vessel of about 2,000 tons and 2,500 horse-power, and a sister-ship is being built by the Milford Haven Shipbuilding Company. She will carry blue Krupp guns. The corvettes have been designed by Mr. E. J. Reed, M.P., who was present at the launch. The *Kongo* is named after a mountain in Japan, and was christened by Mrs. Lane, the wife of the English Secretary to the Japanese Legation.

#### THE ARMY OF THE PORTE.

The official Russian *Invalide* says that a short time ago, after the conclusion of peace with Servia the Turks had the following numbers of men and guns:—19,000 men, with 30 guns, in Bosnia; 24,000 men, with 24 guns, in Herzegovina; 24,000 men, with 18 guns, at Novi Bazar; 15,000 men, with 30 guns, in Albania; 3,000 men, with 6 guns, in Macedonia; 13,000 men, with 18 guns, in Epirus; and Thessaly; 45,000 men, with 102 guns, on eastern frontier of Servia; 16,000 men, with 48 guns, on the southern frontiers of Servia; 4,000 men, with 6 guns, in the Dobruddsch; 30,000 men, with 144 guns, at Varna, Brestchuk, and Silistria; 7,000 men between Sitovo, Timovo, and Berkovatz; 25,000 men in Southern Bulgaria; 22,000 men, with 18 guns, at Constantinople; 9,000 men, with 24 guns, in the Archipelago; 87,000 men, with 163 guns, on the Russo-Trans-Caucasian frontier; 19,000 men, with 6 guns, on the Persian frontier; 8,000 men in Kurdistan; 20,000 men, with 108 guns, in Syria; and 14,000 men, with 88 guns, in Arabia. Total in Europe, 387 battalions, 88 squadrons, 469 guns, or about 280,000 men; total in Asia, 165 battalions, 64 squadrons, 372 guns, or about 200,000 men in grand total, 870,000 men. To the above must be added 3,000 Sappers, 20,000 gendarmes, 46,000 Redifs recently levied, and a fresh reserve in course of formation. The Russian *Invalide* holds that the Turkish Regulars will in no case exceed 443,000 men, and that the irregulars in excess of this number, though there is plenty of arms for them, will have to shift without officers and proper regimental organisation, since the conclusion of peace the troops on the

Servian frontier have been sent to Northern Bulgaria, while those farther to the west are called to the spot by the Montenegrin and Albanian movements. The Herzegovinian forces were strengthened by a portion of the Bosnian battalions to make up for other Herzegovinian regiments conveyed by water to Varna. The utmost number available against Montenegro at this moment is computed at 39,000 men. According to the same official authority, the latest intelligence reports about 60,000 Turks at Widin, 20,000 at Rutchuk and Silistria, and about 7,000 further south and in immediate connection with the troops on the Danube, there are some 42,000 men, while the Varna-Shumla line is occupied by 25,000 men. The latest ascertained total north of the Balkans is about 160,000 men; south of the Balkans, about 50,000. The latest estimated total on the Russo-Turkish frontier in Asia between Batoum, Kara, and Erzerum, about 80,000.

The Belgrade correspondent of the *Times*, writing on April 17, says:—From an officer of rank belonging to a distinguished corps in Western Europe, who has recently visited the Turkish lines along the Danube, I learn that the Turks have the following corps on the line of the Danube and the road from Rutchuk to Varna:—at Widin, 20,000 men; at Rutchuk, 12,000; at Silistria, 20,000; and at Shumla, 45,000—making, with scattered detachments, about 100,000 men of all arms available for the defence of the Danube and the Balkans. He says that, from information gathered along the Turkish lines, he estimates the total effective force that Turkey can bring into action along her whole frontier in Europe and Asia at 900,000 men, which coincides with their estimated effective force telegraphed to you several days ago from this place. This total may be divided as follows:—For the Danube and the Balkans, 100,000 men; for Asia Minor, 80,000; on the Greek frontier, 30,000; the remaining 90,000 being scattered around the frontiers of Servia, Austria, and Montenegro. In addition to this they have no doubt an indefinite number of irregulars, who are only an encumbrance in modern warfare, eating the provisions which should go to sustain the really efficient troops, arousing hatred and discontent among the resident populations by their lawlessness and utter worthlessness in action, inflicting running away at the first fire. My informant states that the private soldiers appeared to be of good material, but the most fortunate of them had first months' arrears of pay due, and a large proportion of the officers appeared to be comparatively worthless.

SUMMING UP scraps of news about the strength of Turkey, which Reuter's agents have picked up from time to time, but not confining our search to the telegrams addressed to India, we make out that the Danubian quadrilateral, consisting of the four fortresses of Schumla, Varna, Rutchuk, and Silistria, is defended by 72,000 men with 92 guns; at Widin are stationed 58,000 men with 60 guns; and the line of reserves, including the troops withdrawn from Servia, is composed of 25,000 men and 50 guns. The garrisons of Adrianople and the capital are estimated at 40,000. The Ottoman forces in Bosnia and Herzegovina, and on the Montenegrin frontier, are said not to exceed, on the most liberal reckoning, 82,000 men, broken up into small separate detachments. In Asia Minor, an army of 72,000 is stationed at various points along the frontier. This includes the garrison of Kara and Batoum, which latter place alone is said to hold 12,000 men, and 6,00



## INSURANCES.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHRAN,

Secretary.

Hongkong, November 1, 1871.

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARRER & Co.

Agents Hongkong &amp; Canton.

Hongkong, January 4, 1867.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS &amp; Co.,

General Agents.

Hongkong, April 17, 1873.

## CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Profits contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT &amp; Co.,

General Agents.

Hongkong, April 17, 1873.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON &amp; Co.,

Agents.

Hongkong, January 1, 1874.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN &amp; Co.,

Agents.

Hongkong, July 6, 1875.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China, and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE &amp; Co.

Hongkong, July 25, 1872.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE &amp; Co.

Hongkong, January 8, 1875.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Peking, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE &amp; Co.

Hongkong, October 14, 1873.

## Mails.



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindia, Ancona, Venice, Mediterranean Ports, Southampton and London Direct;

Also,

Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship GWALIOR, Captain J. C. BAROT, will leave this on SATURDAY, the 2nd June, at Noon.

For further Particulars, apply to A. LIND, Superintendent.

Hongkong, May 23, 1877.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

Also,

BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 9th June, 1877, at Noon, the Company's S. S. *AVI*, Commandant HERNANDEZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 8th June, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, May 23, 1877.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *ALASKA*, will be despatched for San Francisco, via Yokohama, on FRIDAY, the 15th June, 1877, at 3 P.M., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL &amp; Co., Agents.

Hongkong, May 23, 1877.

## NEWS FOR HOME.

## The Overland China Mail.

(The oldest Continual Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$12.50.)

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

## Intimations.

COMMENCING with the "GWALIOR" leaving Hongkong on the 2nd June, and until further notice, the Company's Mail Steamers from China will proceed to London via Suez Canal, calling at Southampton to land Passengers and Mails.

ADAM LIND,

Superintendent.

Hongkong, May 14, 1877.

## NOTICE.

## THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Port of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Ma OHUN AYIN,

Manager.

China Mail Office,

17th February, 1874.

## AFONG,

PHOTOGRAPHER, by appointment, to

H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Radnorshire a supply of very handsome Esel Albums of Russia and Velvet Covers, assorted sizes, illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 28, 1877.

## NOW READY.

RENG-SHUI; or, THE FUNDAMENTS OF NATURAL SCIENCE IN CHINA. By Dr. F. J. KITTEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. KITTEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 31, 1873.

## AH YON,

SHIPS' COMPRADORE AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

## THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Ohn Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsai Street; Mr Sit Chuen Fan, Tung Wen Kwai; Yuen Fong Shop, in front of the Agricultural Treasury; Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Hing Shop, Sin Cheong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Ohn Cheong Hong, Mook Kok Street.

Foochow.—Mr Yu Ching Cheong, Foo chow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yuen Shun, Maritime Customs; Mr Ohn Sing Hoi, Messrs Jardine, Matheson & Co.; Mr Kwong Ohn Fook, Educational Mission School; and Mow Sing Sang Kuo shop.

Ningpo.—Mr Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shing Hong.

Japan.—Mr Leong Chuan Tong, Municipal Office, Yokohama.

Singapore.—Wohang Hong.

Penang.—Fing Kuo Hong; Kwong Fook Sing Hong.

Peking.—Yee Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

## WASHING BOOKS.

(In English and Chinese.) WASHBURN'S BOOKS, for the use of Ladies and Gentleman, are now ready at this Office.—Price, \$1 each.

China Mail Office.

## Intimations.

## W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

## Now Ready.

## "THE CHINA REVIEW,"

No. 5, Vol. V.

Annual Subscription, Six Dollars and a Half.

## CONTENTS.

Chinese Natural History. Notes on Chinese Grammar. Deer-Stalking in China (Concluded from page 224).

Chinese Etymology, with a List of Primitive and Key to Shuo-Wan. Brief Sketches from the Life of K'ung-ming. On the Twenty-eight Constellations. Short Notices of New Books and Literary Intelligence.

Collectanea Bibliographica. The "King Kiao" or Nestorian Religion. The Shao of the King of Ch'u. Tonio Sol-fa Notation in China. Rats a Delicacy. Domestic Torture.

Do. Do. Esop's Fables in Sanskrit and Chinese. Books Wanted, Exchanges, &c.

China Mail Office, Hongkong, May 12, 1877.

## K'WONG HING CHEUNG &amp; Co.,

COAL MERCHANTS, Have always on hand for Sale every description of COAL at Moderate Prices.

Mr ARYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr FAT JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 10, 1877.

## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weekly insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

OHUN AYIN, Manager.

Hongkong, February 23, 1874.

## To Let.

TO LET.

THE Dwelling House and Office No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.

The Dwelling House No. 1, Alexandra Terrace. Possession from the 1st June next.

The Dwelling House No. 6, Gough Street. Possession from the 1st July next.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, May 16, 1877.

## TO LET.

TO LET.

NO. 3, PERHILL TERRACE, ELGIN STREET, with Immediate Possession.

Apply to LANE, CRAWFORD & Co.

Hongkong, February 7, 1877.

## TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD.

Business Villa, Pok-foo-lum, Furnished.

DAVID SASSON, SONS & Co.

Hongkong, February 16, 1877.

## TO BE LET.

THE Premises No. 39, Queen's Road, late in the occupation of THE BORNEO COMPANY, LIMITED.

Apply to TURNER & Co.

Hongkong, May 10, 1877.

## TO LET.

FIRST FLOOR of No. 31, QUEEN'S ROAD CENTRAL. Three Rooms. Over

ARKING & Co.'s Furniture Store. Immediate Possession.

Hongkong, May 8, 1877.

## HONGKONG MARKET PRICES.

Corrected to Saturday, May 26, 1877. At 1110 Cash per Dollar Mexican.

Par, Highest Cash, Cash.

## Butcher Meat.

Bacon, English, lb. 450 400

" Ame, Sugar cured, 300 260

" Foochow, 160 140

Beef, sirloin and prime cut, cy. 160 150

Beef Corned, 150 140

" Roast, 150 140

" Soup, 100 90

" Steak, 160 150

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" " corned, 320 300

" Head, 600 500

" Heart, 150 140

" Hump, Salt, 110 100

" Feet, 50 40

" Kidneys, 60 50

" Tail, 100 90

" Liver, 80 60

" Tripe (undressed), catty 50 40